

A Plan For Downtown Sanford



City Of Sanford
January 7, 2002





VISION

Sanford is a beautiful waterfront city. It maintains a vibrant historic downtown surrounded by diverse, lively, neighborhoods. It respects and enjoys its intimate connection to the natural wonder of the St. John's River. Downtown Sanford provides many opportunities for residents, visitors, and investors. It is a great place to live, shop, work, and to enjoy leisure time.

STRATEGIES

CONNECTIONS

Connect people to the waterfront and downtown.

PUBLIC ACCESS

Maintain and reinforce physical, visual, and perceptual connections to the water.

MAINSTREETS

Ensure the vitality of First Street and focus development on feature streets.

RESIDENTIAL/MIXED USE INFILL

Encourage downtown living.

GATEWAYS AND DISTRICTS

Celebrate entries to the diverse uses of downtown.

DOWNTOWN PARKS AND LAKE ACCESS

Provide access to the water and quality public parks.



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CONTEXT

Downtown Sanford is the southern most navigable destination on the St. John's River. It is unique within Central Florida. Its rich history, proximity to the natural beauty of the St. John's River, and access to Interstate 4, the Central Florida Greenway, Sanford Orlando Airport, and Amtrak is unmatched within the region. Downtown Sanford is home to the Seminole County Seat of Government and the Seminole County Courthouse. Its Main Street is lined with unique shops and is surrounded by parks and reinvigorated historic neighborhoods. Downtown Sanford is a great place to live, shop, work, and to enjoy leisure time.

Regional growth has had an influence on Downtown Sanford's character. The growth has done little to alter the urban form of downtown streets and blocks but did create economic patterns that have altered land use. Many of the businesses and employment opportunities that were once in the downtown have relocated to the US 17/92 Corridor, Interstate 4, Seminole Town Center, moved elsewhere in the region, or succumbed to pressure from competition.

A strong vision is required for Downtown Sanford's continuing success. This vision will serve as a guide for investment in high quality public infrastructure and as a reasonable control for accompanying private redevelopment. The vision will serve as a framework for investing in the public spaces that will tie together and stimulate private projects in order to:

- Re-establish Downtown Sanford as a premier destination in Central Florida, and;
- Identify and build upon Downtown Sanford's assets and opportunities

The purpose of this study is to express the unified vision voiced by residents, city staff, business owners, and property owners for redeveloping Downtown Sanford. The result of this broad consensus is a flexible Downtown Plan that establishes design intent and sets the stage for positive redevelopment. Dedication from residents, city staff, and business leaders to follow through with the plan will foster civic pride while enhancing quality of life in Downtown Sanford.

STUDY AREA

The Downtown Plan addresses the area bounded by US 17/92 (French Avenue) to the west, Lake Monroe and the St. John's River to the north, Mellonville Avenue to the east, and 4th Street to the south. Low buildings of one to two stories, with the occasional taller building of up to ten stories, are predominant in this historic portion of the city. The primary land uses are downtown commercial uses, government activities, parks and public open space.





PROCESS OVERVIEW

The vision presented in the plan is the culmination of a six month process of site analysis, public dialogue, and responsive design. The site analysis included a review of the areas history, field visits, and meetings with city staff. The public was actively involved from the start. There were meetings with more than ten stakeholder groups and city committees plus a questionnaire and a photography exercise. Finally, the Downtown Urban Design Plan was created at the public workshop held during the last week of August 2001 in Downtown Sanford.

DOWNTOWN'S HISTORY

Sanford 'The Gate City to South Florida' was established in 1870 when Henry Sanford, a lawyer from Connecticut, purchased 18,000 acres of land west of Mellonville on Lake Monroe. Henry Sanford initiated development with the help of investors from the northeastern United States and Europe. The City of Sanford was incorporated in 1877. The original grid plan for the city was based on numbered east-west streets with north-south streets bearing the name of trees. The commercial area developed along the water with neighborhoods to the south organized around five block size parks.



Early on Sanford was a transportation hub. Tourists, fisherman, and hunters traveling to south Florida would arrive via steamboat on the St. John's River and agricultural products from the rail corridor to St. Petersburg would be transported to Sanford for destinations north. Sanford was a working waterfront city. A commercial district established itself close to the lakefront in the area of 1st Street and Sanford Avenue. During the 1920's civic uses were established in proximity to the commercial district. City Hall and the Sanford Zoo joined the hotels and other business in the commercial district.

Much of the City's infrastructure including the waterfront bulkhead project was built during the 1920's. The decline of the steamship as a mode to transport people or materials and the increased use of rail and road modes allowed the waterfront to be opened up for recreational uses. The marina and several parks were built along the water as well as City Hall and the Seminole County Courthouse in the 1950's and 1960's.



Transportation continued to factor prominently in Sanford's development. The construction of Interstate 4 bypassed Sanford as it cut across Central Florida on the way to the Port of Tampa. The Navy's airfield evolved into the Sanford Orlando Airport, Amtrak established its Autotrain terminal within the city, and the Central Florida Greenway is being connected to the Interstate. Commercial activities now primarily occur along the US 17/92 and Interstate 4 Corridors.

The historic Images and research material used in this report are courtesy of Alicia Clark of the Sanford Museum, Recreation and Parks Department, City of Sanford.

PUBLIC INVOLVEMENT

The people of Sanford care about their downtown's future. Their consensus is vital to revitalization efforts. Citizens energetically identified issues, opportunities, and goals for redeveloping Downtown Sanford through stakeholder interviews, a questionnaire, and a photography assignment. They were kept informed of events through direct mail, poster advertisements, and the website www.sanfordriverwalk.com.

Stakeholder Interviews

Meetings were held with community groups and committees to solicit their thoughts about the Downtown Revitalization and Riverwalk Plans. More than twenty meetings took place with various groups including:

- The City of Sanford Waterfront Steering Committee**
- The Downtown Community Redevelopment Agency**
- The City of Sanford Scenic Improvement Board**
- The City of Sanford Planning and Zoning Board**
- The City of Sanford Historic Preservation Board**
- The Seminole Audubon Society**
- The Sanford Historic Trust**
- The Design Committee of Sanford Main Street**

Questionnaire and Citizen Based Photography

A questionnaire was distributed and a photography exercise was performed as part of the public involvement process. Questionnaires regarding perceptions of present day Sanford and its future were eagerly answered. Thirteen percent of the close to six hundred forms were returned. Photography was used to clearly identify issues and desires of citizens. Twenty five disposable cameras were distributed to a group of volunteer photographers from the City's Waterfront Steering Committee, Downtown Community Redevelopment Agency, City Council, and the public. The photographers enthusiastically sought examples of redevelopments that they would like to see emulated in Downtown Sanford. The result of the questionnaire and photography exercise is shown in the Citizen Based Themes.

THE DESIGN WORKSHOP

In four days of the last week of August 2001 the people of Sanford helped shape the plan for Downtown Sanford's future. Citizens attended presentations in Sanford City Hall and worked with the design team in the Old Post Office. They reinforced ideas developed from the surveys and analysis and participated in making decisions about the plan. During this process the design team worked directly with over sixty residents, business owners, property owners, and City staff. The result design workshop was the Downtown Plan. Following the workshop, the team refined the plan based on comments made during the closing night of the workshop.





CITIZEN BASED THEMES

During the public involvement phase and prior to the design workshop, interviews, questionnaires, and photographs yielded the following Citizen based Themes as critical input to the Downtown Plan

DOWNTOWN AND RIVERWALK

Downtown Sanford will be a vibrant, diverse place. It shall be a mixed use area that maintains the quality and character of its historic buildings and parks while providing opportunity for urban living and business enterprise. Residents and business owners will take pride in maintaining their properties and coordinating community activities.

- Increase and diversify neighborhood serving businesses
- Coordinate operating hours so neighborhood serving business are open in the evening
- Provide shaded areas Downtown, along the Riverwalk, and in the Marina
- Remove sports fields from Fort Mellon Park
- Reduce the amount of land devoted to parking lots
- Maintain public and private properties at a high standard
- Improve the appearance of City Hall and the Seminole County Courthouse
- Maintain the scale and character of Downtown buildings
- Reestablish high quality public spaces and maintain them
- Introduce residential and mix-use development Downtown and along the water
- Make the marina more accessible and hospitable to the public
- Link 1st Street to the Riverwalk and Lake Monroe
- Bring back a bandshell
- Restore brick streetscapes



MARKETING THE DOWNTOWN

Downtown Sanford will be an attractive place to visit and do business. Visitors shall be drawn to the downtown by captivating images and signs on the highways, at the train stations, and in airport. Downtown Sanford will be a local, regional, national, and international destination.

- Establish a local, national, and international marketing effort for Downtown, the Riverwalk, proximity to Lake Monroe and the St. John's River, the City's many programmed events, historic buildings, and vital neighborhoods
- Emphasize the connection to the real natural Florida
- Increase exposure within the regional transit facilities including the train stations, airport, US 17/92, the Central Florida Greenway, and Interstate 4
- Create identifiable entries and edges for Downtown Sanford
- Emphasize the Downtown's accessibility by air, train, or automobile
- Foster programmed events like the parade of historic homes, soapbox derby race, and Heritage festival, sailboat regatta, boat racing, fishing derby



STREETS AND TRANSPORTATION

Downtown Sanford shall have safe, clean, organized, and pedestrian friendly streets. The streets will be designed for people first. There will be abundant shade, pedestrian furnishings, night light, and adequate parking. Downtown streets will be pleasant places.

- Reduce the number of large trucks using Seminole Boulevard, 1st Street, and Mellonville Avenue
- Create a comprehensive parking management plan
- Increase pedestrian amenities like shade, continuous sidewalks, and properly draining walks and streets
- Provide adequate lighting
- Calm traffic
- Restore brick streets

ENVIRONMENT

Downtown Sanford will respect its relationship to natural systems. It will protect and enhance its natural resources. The citizens of Sanford will be aware of the important connections among ecosystems and physical, mental, spiritual, and socio-economic well-being necessary for a healthy city.

- Reconnect Sanford to the St. John's River through events on the water, partnerships with other cities on the river, and the Riverwalk and marina
- Future marina development should reduce water stagnation through improved water circulation and good boating practices
- Clean up the litter on land and in the water
- Manage the midges and ducks
- Preserve, enhance, and increase habitat for native flora and fauna
- Make environmental features accessible

QUALITY AND COMMITMENT

Downtown Sanford will be a high quality place. Residents ride in implementing, maintaining, and building upon the vision they have established for the future of their downtown and waterfront.

- Follow through with plans
- Establish and maintain a commitment to quality
- Reduce the number of committees and organizations with overlapping agendas
- Stop "demolition by neglect" of historic structures
- Uniformly and vigilantly enforce codes
- Maintain buildings and streetscapes
- Ensure that future development will not harm the character of Downtown

The Themes represent the broad views expressed by the citizens of Sanford that participated in the planning process. Themes related to programming, operations, and policy are not addressed in this document.



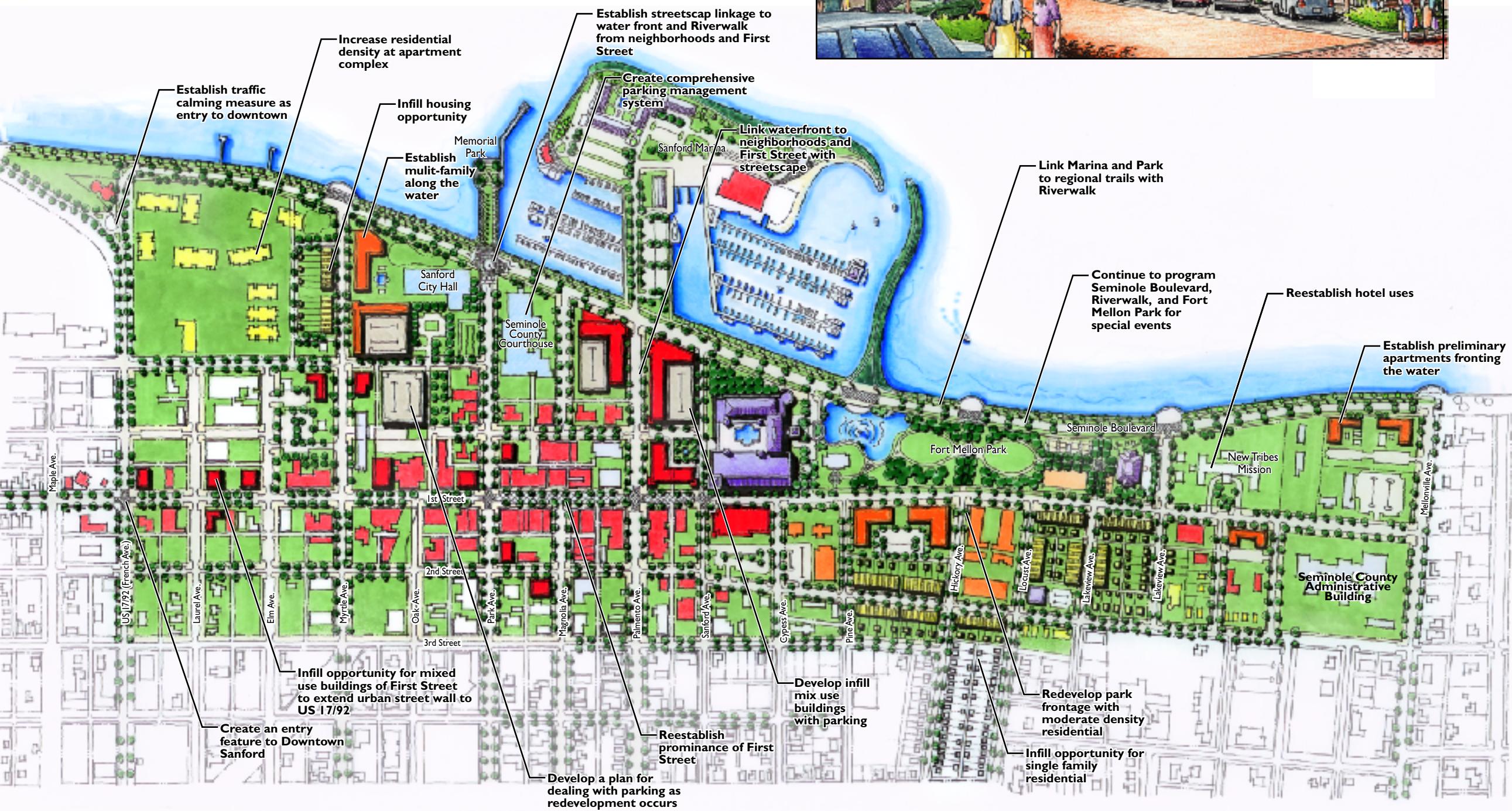
MASTER PLAN

VISION

Sanford is a beautiful waterfront city. It maintains a vibrant historic downtown surrounded by diverse, lively, neighborhoods. It respects its intimate connection to the natural wonder of the St. John's River. Downtown Sanford provides many opportunities for residents, visitors, and investors. It is a great place to live, shop, work, and to enjoy leisure time.



Infill redevelopment



STRATEGIES

Connections - Connect people to the waterfront and downtown.

- Create great pedestrian streets from the neighborhoods to downtown and the waterfront
- Provide shaded amenities, bike lanes, and sidewalks leading to the water
- Establish a waterfront presence on 1st Street
- Build relationship's with the airport, train stations, and places on the St. John's River

Public Access - Maintain and reinforce physical, visual, and perceptual connections to the water.

- Provide parkway streets from First Street to the Riverwalk
- Reestablish the marina as a civic space
- Create activity nodes along the water
- Allow people without boats access to the water

Mainstreets - Ensure the vitality of First Street and focus development on feature streets.

- Continue to encourage Mainstreet merchants to work and market together
- Provide incentives and assistance for rehabilitating historic structures
- Improve lighting, wayfinding, and other infrastructure for serving customers
- Promote pedestrian scale urban form by designing streets for pedestrians first

Residential/Mixed Use Infill - Encourage downtown living.

- Bring urban living to Downtown Sanford
- Provide appropriate incentives for projects to meet community values
- Ensure projects contribute to the vision for downtown
- Create or modify codes to be sensitive to the difficulties to rehabilitating historic structures

Gateways and Districts - Celebrate entries to the diverse uses of downtown.

- Celebrate entries to the downtown and the districts within
- Reinforce downtown edges as connections to adjacent uses
- Respect the different levels of intensity, use, and scale among the districts
- Foster and build upon the unique character areas within downtown

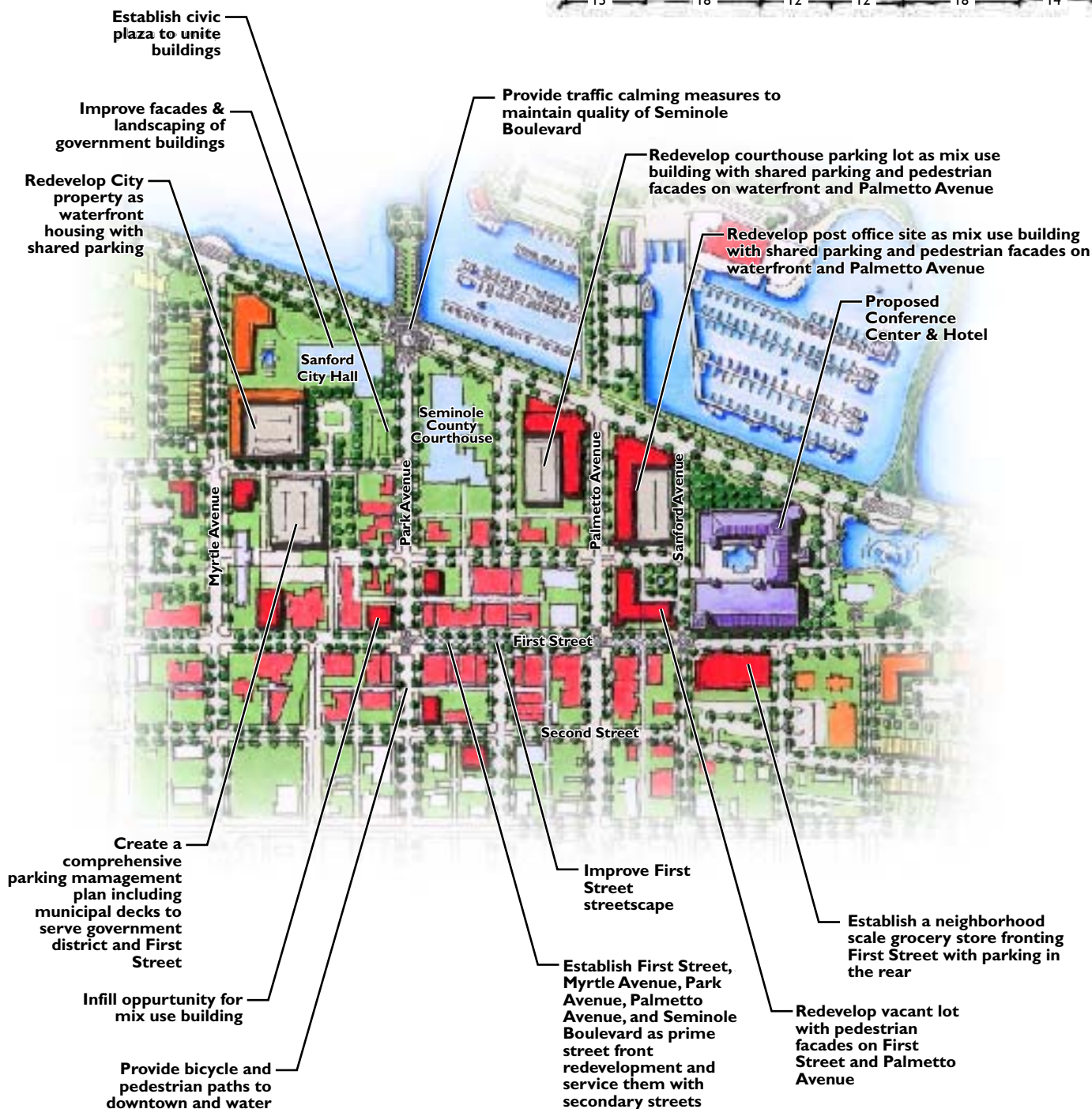
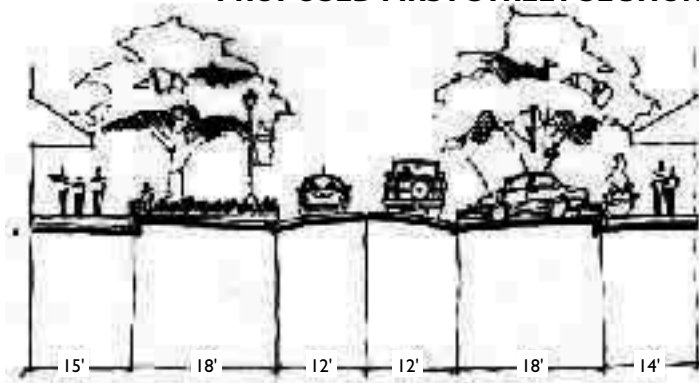
Downtown Parks - Provide access to quality public parks.

- Reinforce and celebrate Fort Mellon Park as the main civic open space
- Treat the marina like a park
- Reinforce park connections to downtown and the neighborhoods
- Link lake activities to the parks by connecting to the Riverwalk

DOWNTOWN CLOSE UP

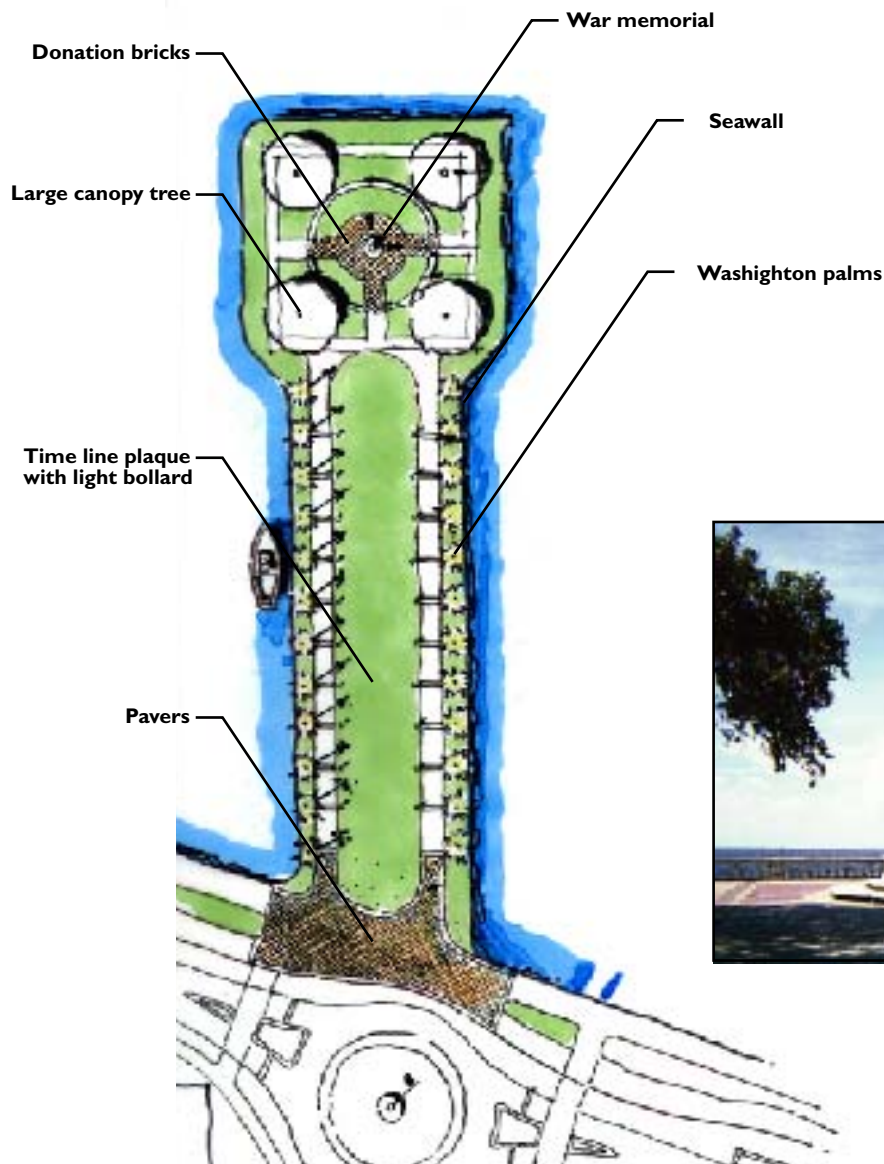
Downtown Sanford is anchored by three activity areas. These distinct areas are centered at the marina, City Hall and the courthouse, and the 1st Street commercial area. The proposed Sanford Conference Center and Hotel is potentially a fourth activity area. These areas draw visitors and residents from the surrounding neighborhoods and from the region. Redevelopment in any of these areas must enhance character and identity of the area while maximizing the benefits of shared amenities, marketing, and infrastructure.

PROPOSED FIRST STREET SECTION



MEMORIAL PARK

The Memorial Park will be designed as a passive recreation space with a cenotaph. The park will encompass a colonnade of palm trees and linear paths surrounding a central lawn. The palm trees and paths will lead to a monument at the end of the pier. Shade trees will surround the monument and provide protection from the sun for visitors enjoying the Lake Monroe view. The monument will be selected, purchased, and installed by the Monument Committee. The open lawn will be capable of supporting small scale, informal and formal activities. Lighting, electrical hookups, and a public address system will be provided. Memorial park is an ideal location to view events on the water.



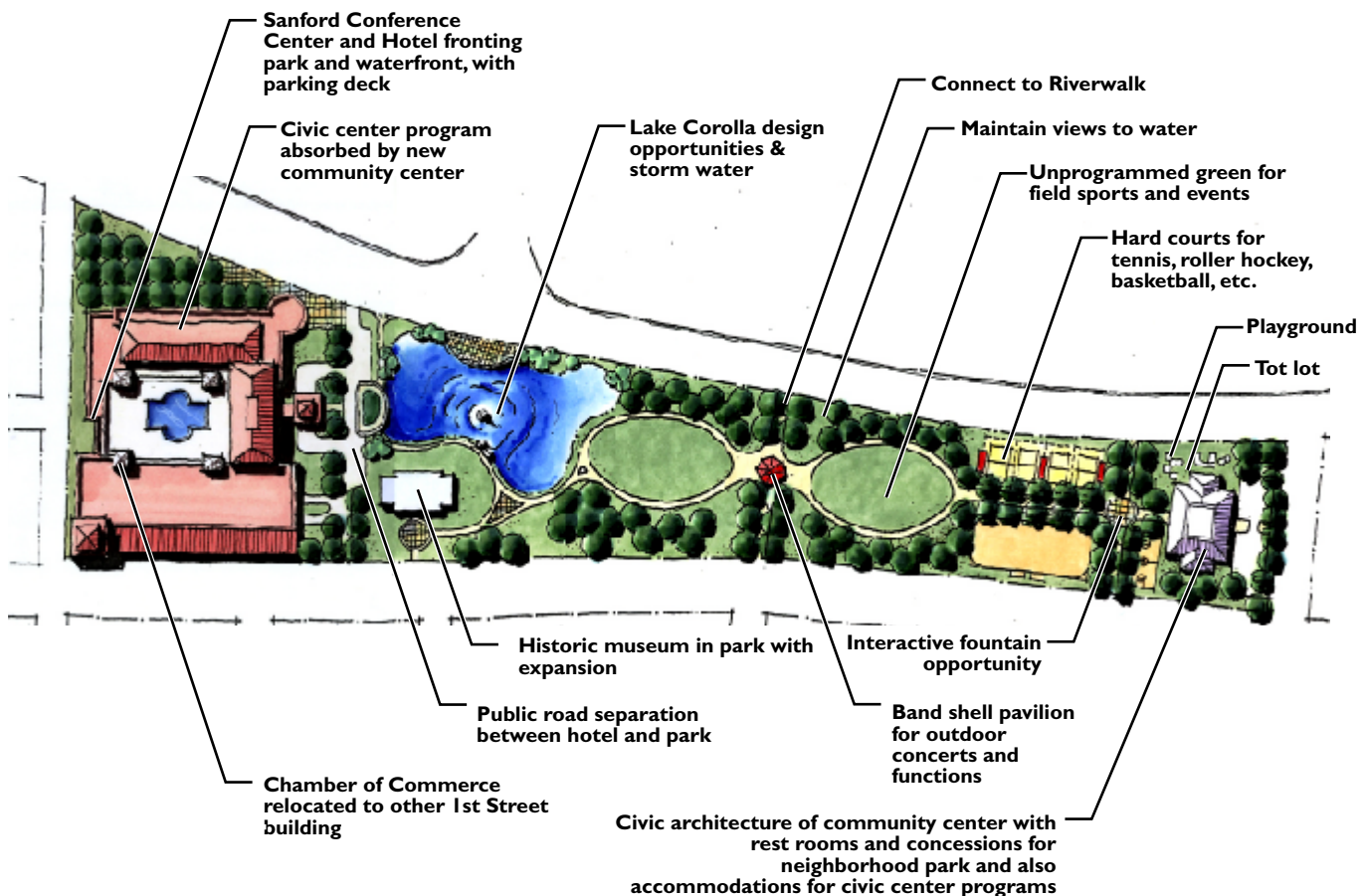
FORT MELLON PARK

WITH PROPOSED CONFERENCE CENTER AND HOTEL ANCHOR

Fort Mellon Park is the place for the citizens of Sanford gather. The park serves the neighborhoods to the south and east as well as housing programmed events. The design of the park is broken up into three areas. At the east end of the park there are heavily programmed activities including a Community Center with gymnasium and parking lot, hard surfaced courts, and playground. In the center of the park there is a grand open lawn space divided by a pavilion stage. The grand space is ideal for impromptu field sports or programmed events. The western end of the park houses the expanded Museum and Lake Corolla.

The western edge of the park terminates at a new road that provides an entry to the proposed Conference Center and Hotel.

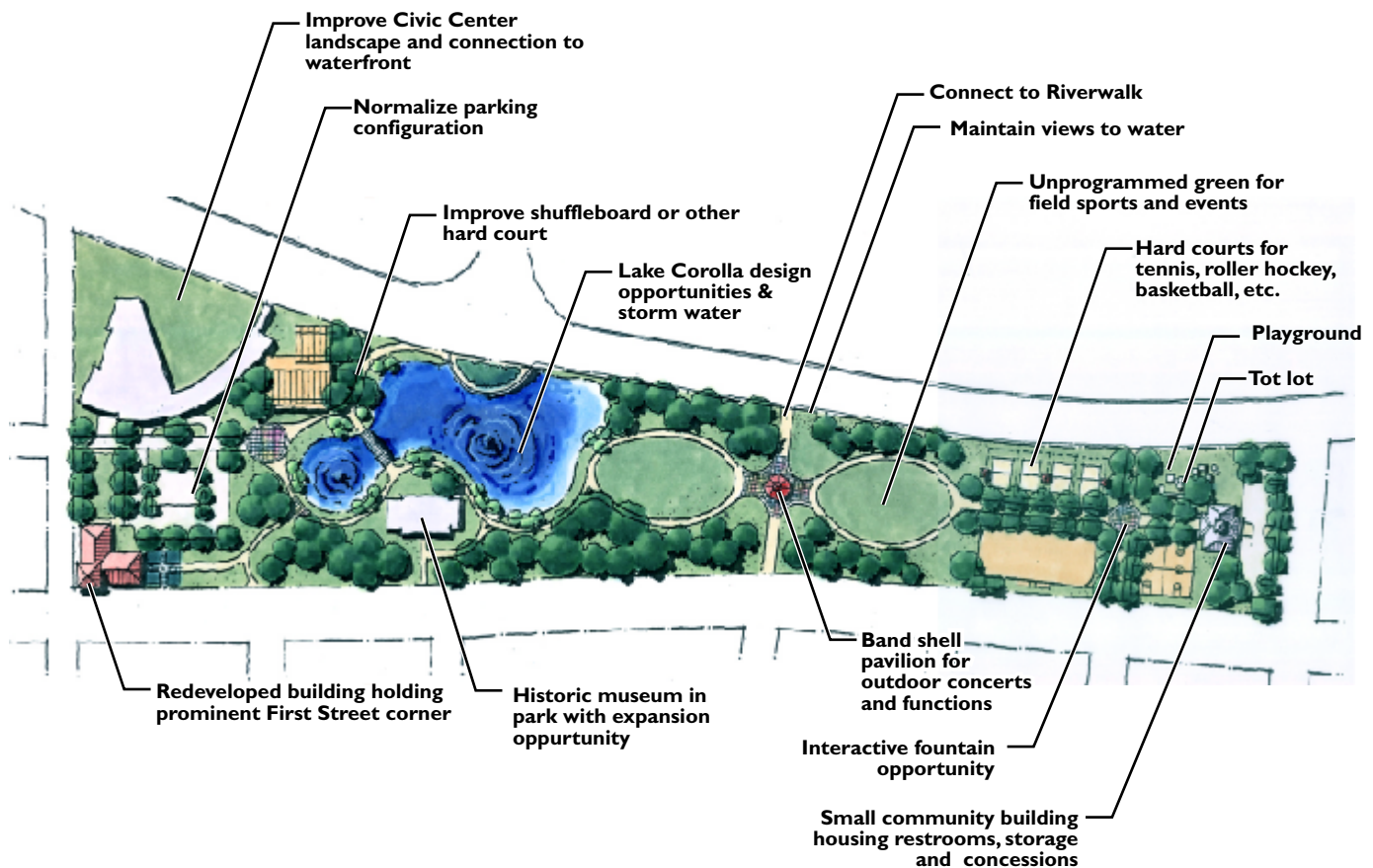
In this scheme the Sanford Chamber of Commerce and Civic Center will be relocated to make room for the proposed Conference Center and Hotel. The program for these buildings will be shifted elsewhere in the downtown area - including to the proposed Community Center at the east end of the park. Larger scale events may be housed in the proposed Conference Center and Hotel based on agreements with the developer.



WITHOUT HOTEL ANCHOR

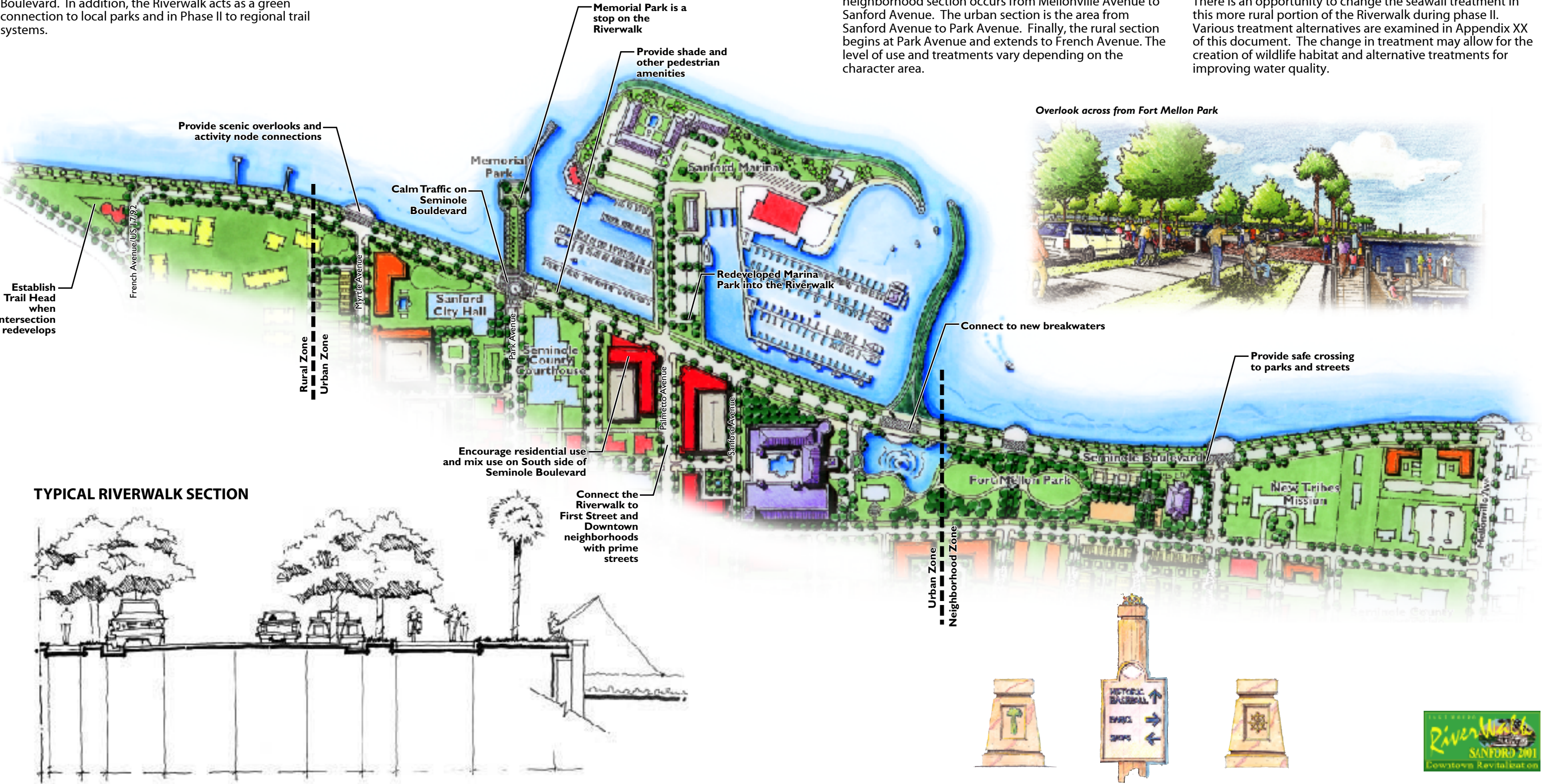
This Fort Mellon Park Scheme is similar to that with the proposed hotel conference center except for the western end and Community Center. In this proposal the hotel is not built. However, we suggest as an option that the chamber of commerce function be moved out of the park and relocate elsewhere within the business district. A new public building at the southwest corner of the park will hold the First Street corner. It will serve as a visual buffer to block the views from First Street to the Civic Center parking lot.

The new public building serves as a transition from the businesses on First Street to the park. Also, the Community Center would not be constructed on the eastern end. A smaller building would be built to house concessions, rest rooms, and equipment storage. All of the buildings in the park will be similar in architecture and be high quality civic structures.



RIVERWALK

The Riverwalk is a major investment in Sanford's public realm. The project capitalizes on Sanford's unique downtown location on Lake Monroe. It will serve local residents and regional visitors and serve as another draw for the downtown. Phase I of the project provides funding for building the Riverwalk, the seawall, and Seminole Boulevard. In addition, the Riverwalk acts as a green connection to local parks and in Phase II to regional trail systems.



MARINA

MARINA ISLAND

Marina Island plays an important role as a major focal point and destination for the City of Sanford. Its central location within the downtown adds liveliness and activity. It is the remaining active property recalling the colorful history of Sanford as a port city. As we look into the future, we address how this valuable community owned property can continue to be a resource for defining Sanford's image and influencing its prosperity and destiny.

Improvements are proposed to create a public waterfront setting with design continuity and amenities attracting local residents and tourists. Proposed improvements include:

- Re-organize and expand marina basin uses to improve boating safety
- Locate breakwaters to protect boat storage
- Design breakwaters to create wildlife habitat
- Incorporate fishing opportunities
- Relocate the Romance Cruise ship
- Consider relocating the boat launch off-site
- Reestablish a beach to accommodate regatta events
- Include a public park pavilion to coordinate community boating activities
- Relocate existing private office uses to more suitable location within downtown
- Establish park along northern edge
- Enhance public restroom facilities to include marina services
- Realign entry drive to be on axis with Palmetto Avenue
- Organize the vehicular circulation system
- Separate pedestrian and vehicular circulation
- Consolidate and enhance parking
- Enhance the hotel facility
- Set the stage for a destination restaurant

MARINA ISLAND MASTER PLAN ELEMENTS

Linkages

Palmetto Street is the primary linkage between Marina Island and the First Street Business District. The enhancement and redevelopment of Palmetto Street will strengthen the connection. An entrance feature at Seminole Boulevard defines the interface of the two areas. A pedestrian linkage between the marina area and Fort Mellon Park occurs where the proposed east breakwater/floating dock and a park entrance are aligned. Differentiated paving across Seminole Boulevard articulates the pedestrian linkage and heightens driver awareness.

Pedestrian Circulation

Pedestrian circulation promotes public access and maximizes views by following the water's edge throughout the island, with the exception of the boat storage facility site. Internal circulation is organized to safely and efficiently guide pedestrians to the different use areas. When possible, the walks are placed on axis with a view of the water, or another feature of interest.

Vehicular Circulation and Parking

Vehicular circulation onto the site has been realigned with the centerline of Palmetto. The entry drive is defined with palm trees, repeating the pattern established along the riverwalk. An entry feature articulates the entrance. Travel lanes and parking have been defined with planted edges. A drop-off area has been provided adjacent to the sailing beach. Parking areas are consolidated and distributed between the different land uses, and include screened edges, planted aisles and islands.

Open Space

Waterfront access is the primary goal for the island's open space. Open space has been maximized by relocating and reorganizing circulation patterns and other uses. Shade trees have been added to extend comfort throughout the year.



Sailing Beach

The City would like to resume regatta events to increase visitor attractions. A sailing beach will be reintroduced to launch small sailing craft, kayaks and canoes. The beach is protected from wave action by a breakwater extension off the northeast corner of the island. A small pavilion houses staff for events and beach activities.

Marina

The Marina is reorganized to allow for expansion, improve safety and efficiency, and concentrate types of use. The east breakwater is relocated to expand the east basin. It is designed to provide a safe point of entry, minimize wave action within the basin and improve aquatic habitat. A floating pier parallels the breakwater and provides fishing access, and has a covered pavilion at its terminus. The west basin is defined by a breakwater extending north from the northeast corner of Memorial Park.

To improve circulation and minimize conflict between the many types of users, the proposed basin configuration places transient boat usage in the west basin, and leased boat slips in the east basin. Single access head piers improves security and focus activity. The dry-dock storage remains in place, as well as the hoist system. The fuel dock is relocated within the east basin.

Romance Dining Vessel and Commercial Cruise Vessels

The Romance and its associated land-based support facilities could be relocated to the west basin adjacent to the restaurant. Advantages of this location include decreased travel time between the dock and open water and more opportunity to create an entertainment area on the island.

Restroom Facility

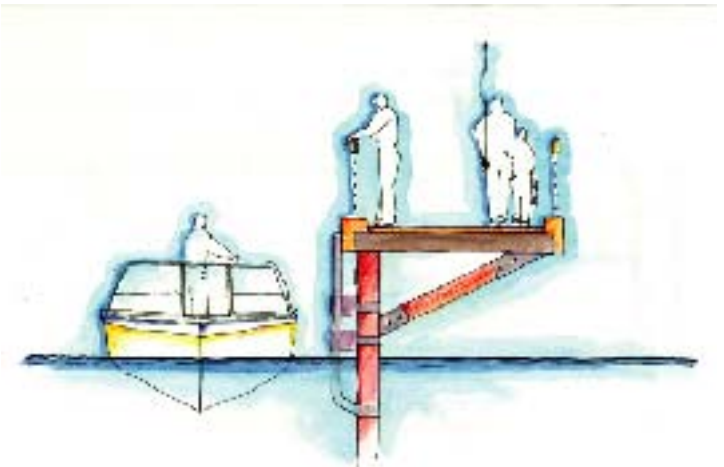
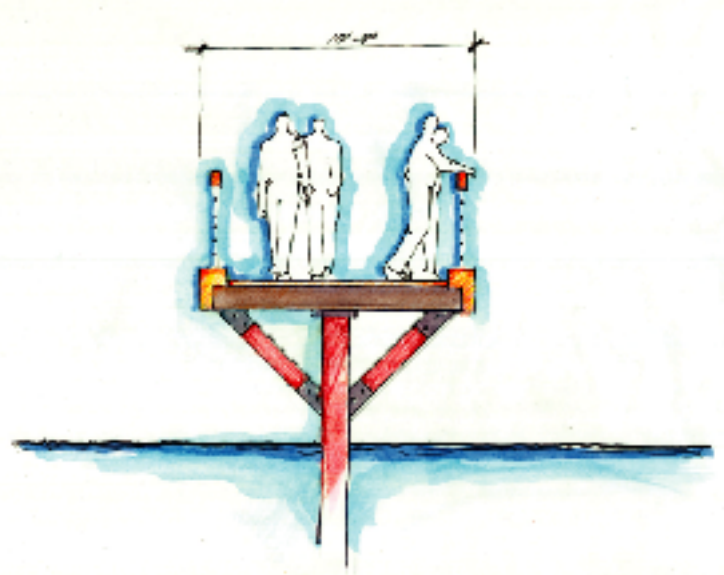
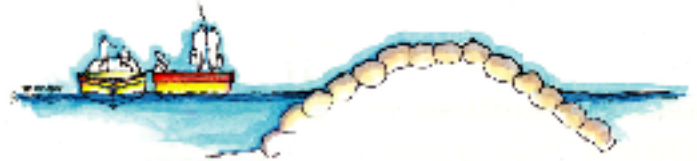
The existing restroom facility is expanded to include marina support functions. Covered porches provide opportunities for pedestrians to pause and observe maritime activities, and a plaza opens to the primary head pier access point.

Hotel

The hotel site is reconfigured to increase lodging space, maximize views and enhance the relationship between functions. An additional lodging wing is added, and the entrance/drop-off area, restaurant and conference center are expanded to the east.

Restaurant

The existing restaurant location remains the same. Future improvements should focus on quality and service, and be designed to maximize destination appeal.



Site Elements and Architecture

A cohesive collection of quality architectural and site elements create a sense of place for Marina Island. The repetition of downtown streetscape and riverwalk site elements visually link the different areas and strengthen the City's identity.

The introduction of new structures and redevelopment of existing buildings should reflect Florida's vernacular architecture. Façade improvements to existing buildings should reflect a similar style, modulation and materials.

West Basin Expansion

An expanded west basin concept is depicted with dashed lines. The pedestrian entry is punctuated with a pavilion that controls access and provides services to marina users. A city owned lot adjacent to City Hall can accommodate parking or other marina related support uses. Memorial Park is expanded to the north and includes breakwater extensions that are part of the basin protection design.

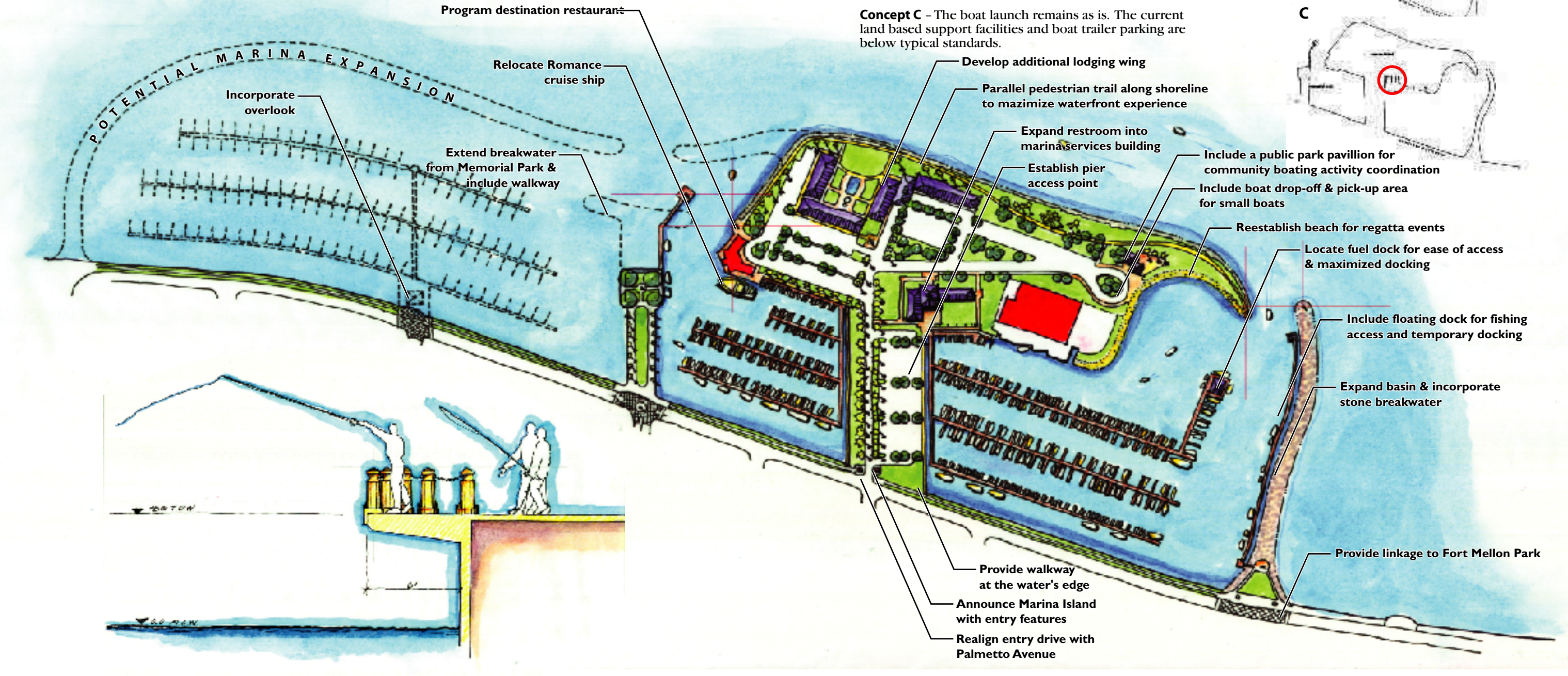
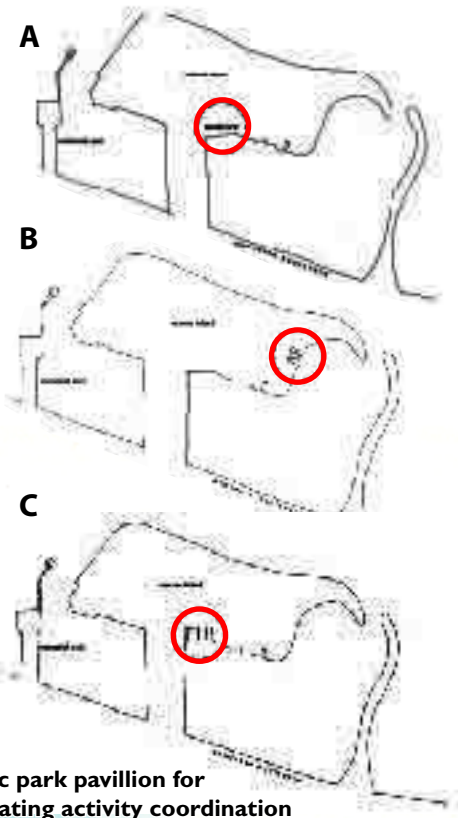
Further study to determine market demand, available funding, permitting and potential partnering opportunities would reveal the feasibility of this concept.

ALTERNATIVE BOAT LAUNCH CONCEPTS

Concept A - This concept removes the boat launch, recognizing that relative to other potential marina or entertainment related uses, the boat launch provides limited economic benefit to the downtown. It also requires a large area for parking and maneuvering space, which are uses that limit the potential of the island. Two boat launch facilities located on the north side of Sanford have ample capacity to accommodate Sanford's boat launching needs.

Concept B - This concept relocates the boat launch to the eastern edge of the island adjacent to the sailing beach. Its relocation to the east end minimizes conflict within the basin and on land. The number of launch spaces is reduced from six to four, and includes ample maneuvering space and boat trailer parking.

Concept C - The boat launch remains as is. The current land based support facilities and boat trailer parking are below typical standards.



STREETS

STREET HIERARCHY

Connecting Downtown Sanford activity areas is a series of streets of varying character, proportions, and amenities. These streets are classified by level and type of use. The most important streets - First Street, Myrtle Avenue, Park Avenue, and Palmetto Avenue - connect the neighborhoods and the region to the downtown and waterfront. As the primary public face of Sanford the facades along these streets must be of quality design and construction. The secondary streets in the area are also important. These secondary streets provide access to parking and service areas as well as quieter areas for residential redevelopment. The facades, street furnishings, and amenities lining these streets must be easily, and regularly, maintained. These streets must also be reconfigured to accommodate pedestrians and bicyclists as well as motorists.

DOWNTOWN STREETS

Existing streets have atypical travel and parking lane dimensions with inconsistent tree lawns and sidewalk amenities. Proposed solutions attempt to normalize these conditions with minimal revisions to the existing curb lines or other fundamental road dimensions to save costs. However, a detailed evaluation of downtown streets, particularly in the context of imminent redevelopment, might suggest the need to more fundamentally reconstruct the street to standard travel, parking, and sidewalk dimensions. As a general rule however, the suggested dimensions of downtown streets include: 11' to 12' travel lanes, 7' or 8' parallel parking lanes, 4' bike lanes, 5' minimum tree lawns with canopy trees, and 5' minimum sidewalks.

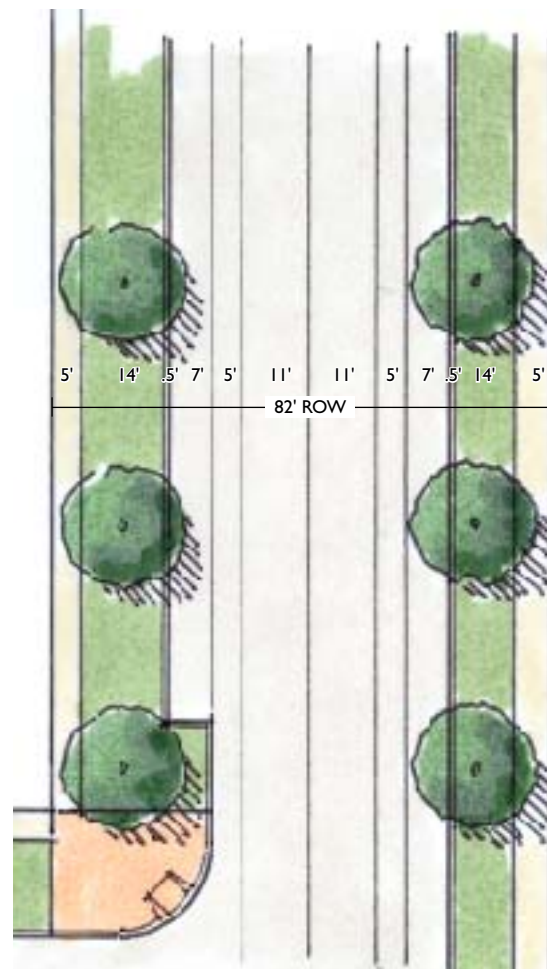
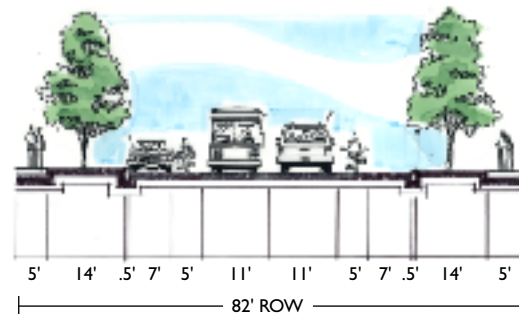
PARKING

Many of the redevelopment opportunity sites are currently being used to satisfy the need for parking in the core downtown area. As redevelopment occurs it will be necessary to provide for the increased parking demand, and loss of surface parking facilities by creating parking structures. In order to reduce the amount of land dedicated to parking consideration must be given to shared parking facilities. These shared parking facilities may be public, public/private, or private ventures. Develop comprehensive parking plan and identify locations for future parking decks

FIRST STREET



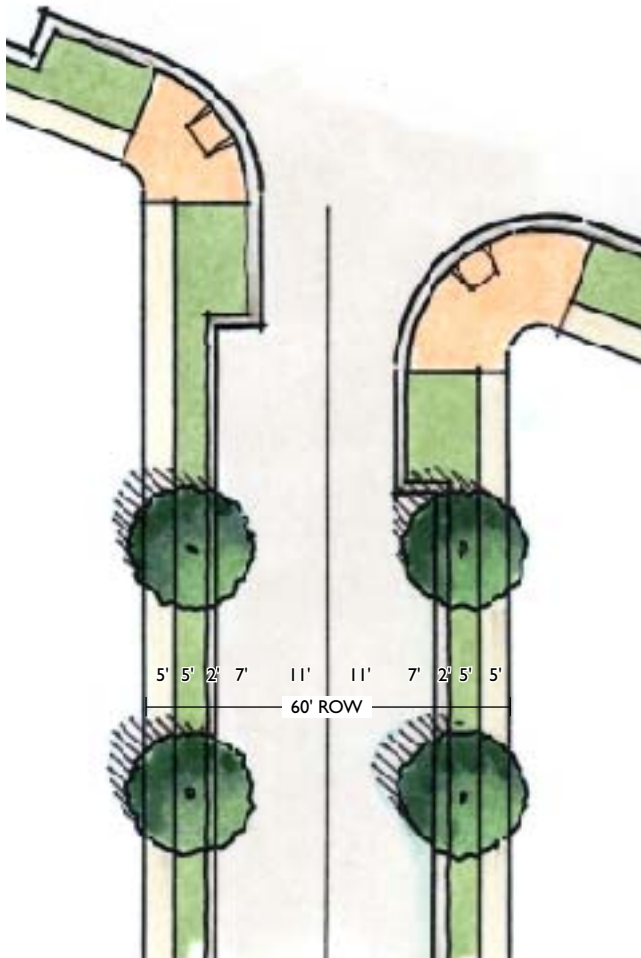
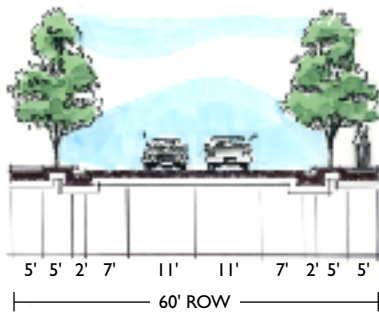
In its current configuration First Street in front of Fort Mellon Park is a wide, two lane, suburban scaled road with angled parking on either side. This street serves the Seminole County Administration Building, the park, and adjacent neighborhoods. The reconfigured street will include parallel parking lanes, bicycle lanes, travel lanes, tree lawns with canopy trees, sidewalks, and lights.



MYRTLE STREET



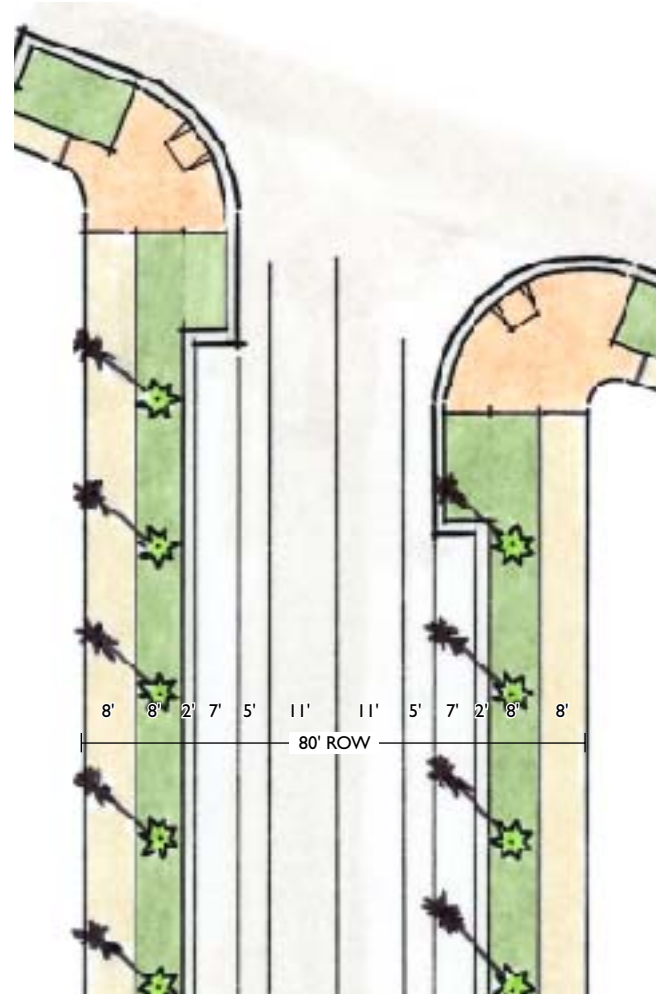
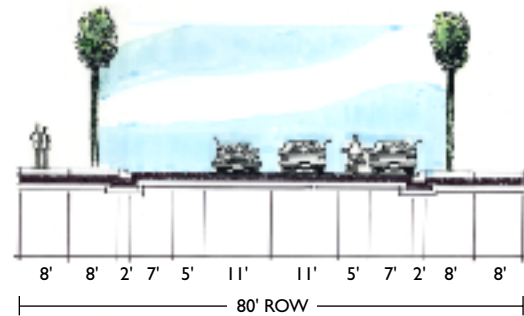
Myrtle Avenue at Seminole Boulevard is currently a wide street that lacks pedestrian amenities. As adjacent redevelopment occurs Myrtle Avenue will become an important street that connects neighborhoods to the water. The street will include narrow travel lanes, tree lawns with canopy trees, sidewalks, and lights.



PARK AVENUE



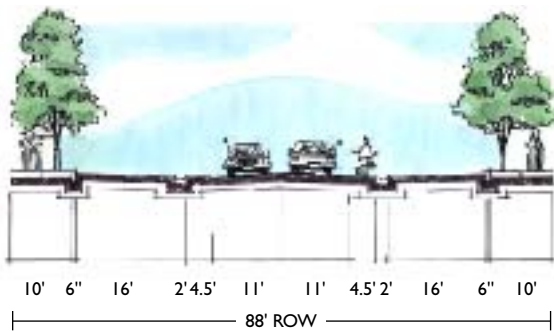
Currently Park Avenue is a wide poorly configured street. It connects the neighborhoods and First Street to the waterfront as well as serves the government buildings. The reconfigured Park Avenue will include parallel parking lanes, bicycle lanes, travel lanes, tree lawns with palm trees, and sidewalks.



PALMETTO AVENUE



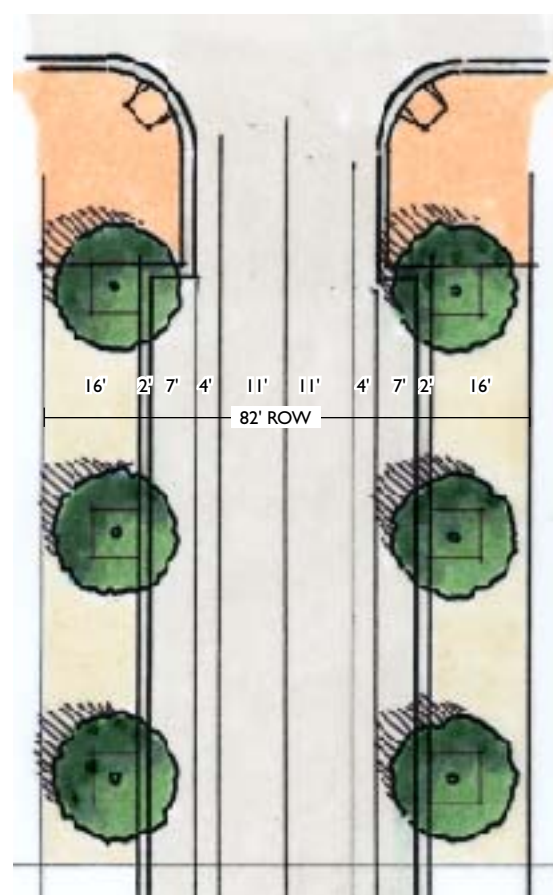
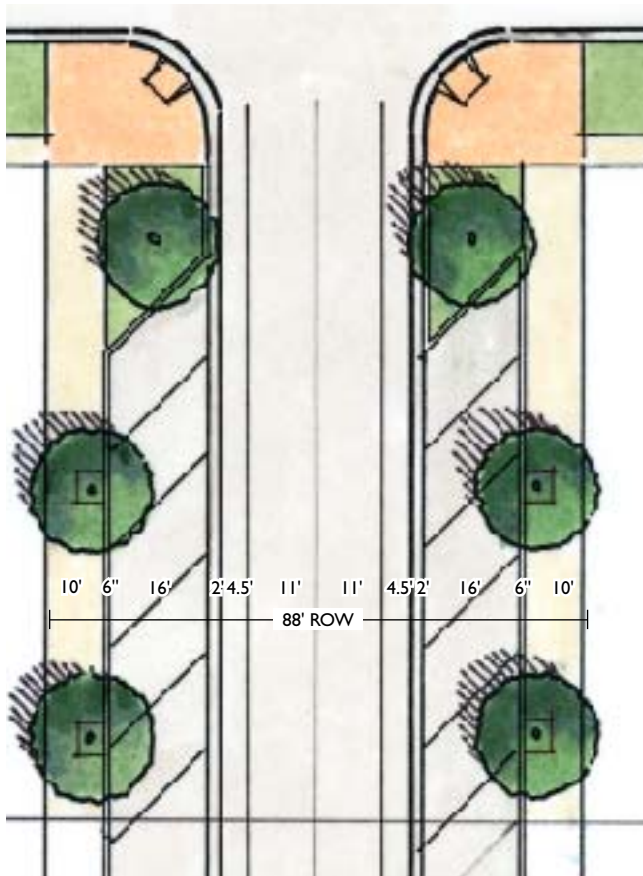
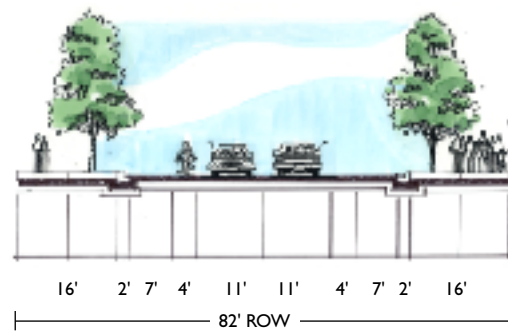
Palmetto Avenue at Commercial Street is currently a wide street that lacks pedestrian amenities. Palmetto Avenue is an important street that connects neighborhoods and First Street to the water. The street will include parallel or angled parking lanes, travel lanes, tree lawns with canopy trees, sidewalks, and lights.



MAGNOLIA AVENUE



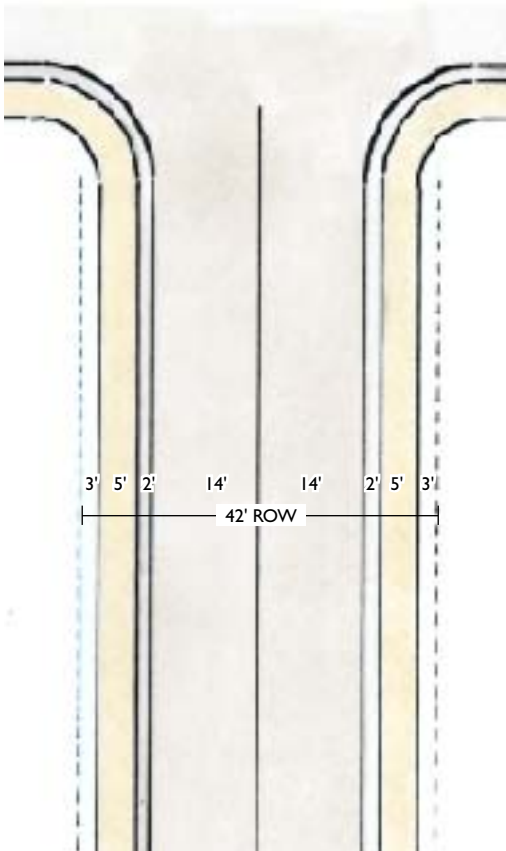
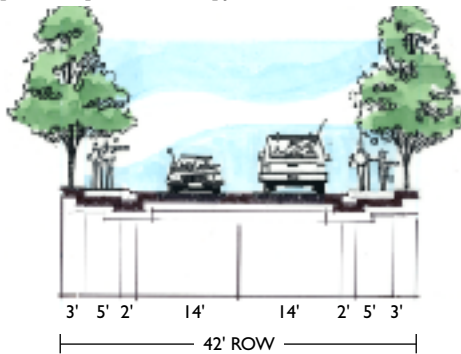
Magnolia Avenue at Second Street is a wide street that allows access to Magnolia Square and provides parking. Magnolia Street is an important connector between the neighborhoods and First Street. Magnolia will be reconfigured to include parallel parking lanes, bicycle lanes, travel lanes, tree lawns with canopy trees, sidewalks, and lights.



OAK AVENUE



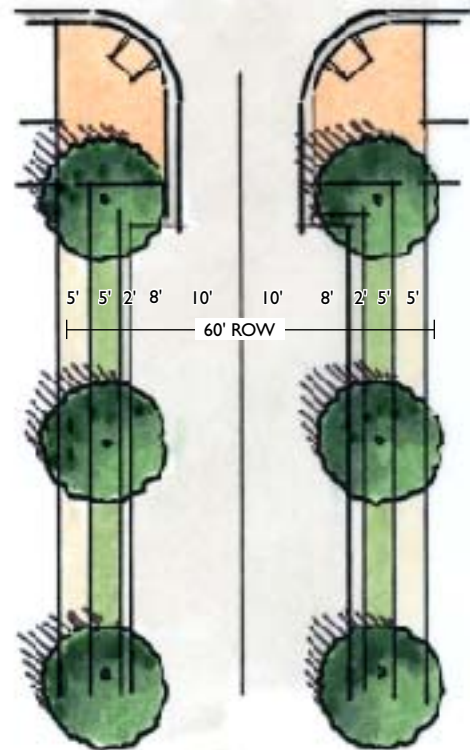
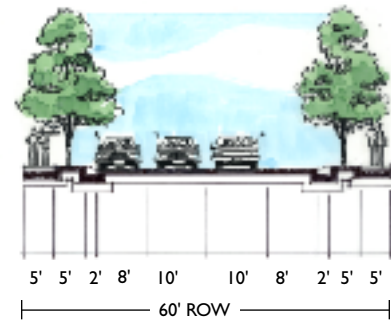
Oak Avenue at Commercial Street caters only to the automobile. In this location the street paving covers the entire right of way. A reconfigured Oak Avenue will include narrow travel lanes and sidewalks on both sides of the street. A landscape easement should be established to provide space for canopy trees.



COMMERCIAL STREET



Commercial Street is currently a wide street that lacks pedestrian amenities. As adjacent redevelopment occurs Commercial Street will become an important street for infill redevelopment. The street will include narrow travel lanes, tree lawns with canopy trees, sidewalks, and lights.





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